

**HARRISON WRECKED**

Stuck on Alsea Bar and Will go to Pieces—Crew all Safe.

**IMAMN'S CAPTAIN PLEADS**

Marine Data of Port and Sea—Columbia Down for San Francisco this Morning—Roanoke Out Also—Telephone in Collision up River.

The steamer W. H. Harrison struck on the bar while trying to enter Alsea Bay on Friday, and later was driven on the south spit by the heavy sea, where she now lies about a quarter of a mile from shore; the crew is all safe, but the vessel and cargo are undoubtedly a total loss. The Harrison was bound for Alsea with a full cargo of cannery supplies. When reaching Alsea on Wednesday morning she found the sea breaking too heavy to attempt entering, and came on to Yaquina to wait for a more favorable opportunity. Yesterday afternoon, finding the sea had smoothed down Captain Hansen sailed again for Alsea. When off the entrance he found the sea had moderated, and decided to cross in, but the vessel struck hard on the bar. Part of the crew launched the ship's life boats and proceeded to shore safely. Captain Hansen and two sailors preferred remaining with the steamer. They were removed today. The Harrison will probably go to pieces during the night.

Captain S. C. Pemberthy, commander of the steamship Imaum, which was recently fined in the sum of \$5000 by the customs authorities at this port, yesterday, filed the following protest against the levy of the fine and prays for its remission:

"I, S. C. Pemberthy, master of the Imaum, of Liverpool, declare that the Imaum was at Shanghai prior to the 15th of August, that I received a cable from the owners instructing me to proceed to Kutchinotsu, Japan, for bunker coals and then to wait orders. I left Shanghai some days after and arrived at Kutchinotsu and there received orders to proceed to Portland, Oregon. I have always had strict orders to attend to bills of health when proceeding to a United States port. I found that there was no United States consular officer at Kutchinotsu. The bay at that port being exposed, I did not dare leave my vessel to proceed to Nagasaki, I therefore, sent to the United States consul at Nakasaki for a bill of health which was paid for. I did my best to conform to the United States laws, detaining my steamer 12 hours for the bill of health. I had no intentions to break any law of the United States nor to treat them in contempt, nor was it by any carelessness on my part that the bill of health was not up to the requirements of the honorable collector of customs of Astoria, but solely owing to the action of the United States consular officer, certifying to a Japanese bill of health instead of sending a United States bill of health as requested. I, therefore, respectfully protest as to the fine of \$5000 being levied by the collector of customs against the Imaum and her owners and most respectfully petition that the fine be remitted."

The four-masted schooner Nokomis is at anchor in the harbor waiting for towage to Portland. She is from San Pedro and after lumber.

The steamer Czarina passed down and out to sea early yesterday morning for California and lower coast points.

The steamship Columbia will dock here early this morning and endeavor to get away for San Francisco by 7 o'clock. She is carrying a big lot of freight and her passenger list is close to her registered limit.

The steamer Redondo arrived here at 10 o'clock yesterday morning and docked long enough to take on 5000 cases of salmon before proceeding to Portland.

The steamer Roanoke is due from Portland this morning and will dock at the Callender pier for an immense line of freight awaiting her. All the men available will be put to work loading her and she may get dispatch today, but it is doubtful.

The steamer Sue H. Elmore arrived in from Tillamook City yesterday afternoon at 2 o'clock loaded with merchandise to the very guards.

The famous little Telegraph was 80 minutes behind her schedule here yesterday, arriving at her berth at the Callender pier at 2:20 p. m. She had the misfortune to stick her nose in the sand at the mouth of the Willamette river, en route, trying to keep out of the way of a dredger. She had two hundred and forty people on board and one hundred and forty-nine on the up-trip.

The steamer Asuncion, with oil, from California ports, was due here yesterday afternoon, but had not entered in at dark.

Portland, Sept. 23.—While pulling out from their respective docks at about 8 o'clock this morning, the steamers Telephone and Sarah Dixon got into a mix-up, with the result that the Sarah Dixon's house is pretty well delapidated to starboard and part of her rail torn away. Repairs will not exceed the cost of \$50, however, says Captain Shaver, who owns the Dixon, and Captain Cochran, of the Telephone has promised to make the amount good on demand.

According to Captain Dell Shaver, who was at the wheel on the Dixon, the collision was one of those peculiar things that will happen. He says the Dixon had just swung out from the Washington street dock and was beginning to gain headway, when the Telephone swung out from the Oak street wharf, with the result that her fan tail crashed into the starboard side of the Dixon. The steamers were moving slowly or the damage might have been serious.

Captain Cochran, who was on the Oak street dock at the time of the collision says, that Captain Baughman, master of the Telephone was trying to get his boat away from the dock without touching the Swedish ship Clan McFarlane, lying alongside the same wharf, and in doing so apparently failed to notice the Dixon astern.

The Telephone escaped uninjured and proceeded on her way to Cascade Locks.

**IN HANDS OF POLICE.**

Upon information received yesterday afternoon, from Brookfield, Police Captain Gamal arrested, and is holding for a warrant from there, a Jap by the name of Tanaka who is accused of viciously assaulting a lad there by the name of Paul Marinovitch. It is said the assault was unprovoked and exceedingly rough, and Tanaka is likely to get the limit of the law.

**OCCIDENT DINNER.**

Sunday, September 24.  
Consomme Mock Turtle  
Boiled Salmon, Parsley Sauce  
Oyster Patties  
Ox Tongue, Caper Sauce  
Banana Fritters  
Veal Croquettes, Mushrooms  
Roast Duck, Cranberry Sauce  
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Green Peas Baked Squash  
String Bean Salad  
Apple Lemon Cream Blackberry Pies  
English Plum Pudding, Brandy Sauce  
Fruit Coffee Nuts and Raisins

**Attacked by a Mob**

And beaten, in a labor riot, until covered with sores, a Chicago street car conductor applied Bucklen's Arnica Salve, and was soon sound and well. "I use it in my family," writes G. J. Welch of Tekonsha, Mich., "and find it perfect." Simply great for cuts and burns. Only 25c at Chas. Rogers' drug store.

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**OCEANO IS FLOATED**

Big Liner Passes Back to Channel Last Night.

**HEALTH BILLS IRREGULAR**

Her Troubles Pretty Nearly Over—Will Go to Portland by Tuesday—Her Captain Overjoyed at Her Release—Costly Experience—Electro Took a Hand.

The steamship Oceano is afloat and free, in the north channel, having been hauled from the sands at 7:58 o'clock last night by the tugs Tatoosh and Astoria and the quarantine steamer Electro.

The big liner was hung up all day yesterday on the sands where she had the misfortune to go aground on Thursday morning last at 6:30 o'clock, but she rested steadily and made no further headway into the spit than she had attained on Friday night.

She was lighted of 300 tons more of her water ballast yesterday and was in good shape for the efforts put forth at high tide last evening. During the day, Mr. Laidlaw, of the consignee firm, who was here from Portland, made arrangements with the tug Astoria, of Shoal Water Bay, to come over and take a hand in the haul-off scheduled for last night, and also with the bar-tug Tatoosh, for the same duty.

The Astoria came in about 3 o'clock and proceeded at once up the north channel, arriving there about one hour later; but in attempting to close in on the Oceano and get a line aboard, she too, went on the spit and it looked for awhile as if she was in it as deeply as the ship she had come to succor. While she was hung up, the tugs Miller and Eclipse of this city, arrived on the scene, but were deterred from venturing to take hold on the liner by the mischance that had overtaken the Astoria. This was the condition of affairs on

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Children's School Caps in great variety. We have what you want at prices that are lower than ever.





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OR  
**MONEY REFUNDED**  
**P. A. STOKES**

the arrival of the quarantine steamer Electro at 7 o'clock p. m. The Electro at once offered the Astoria a pull, and was about to put her line aboard the Shoal Water tug, when the rising tide did the work for her, and the Astoria slipped into the channel under her own motive power. During this little episode the powerful Tatoosh had steamed on to the field and had passed a line to the Oceano.

She was making a steady and effectual haul, but was not quite up to the big task of freeing the stranded vessel, although she succeeded in moving her perceptibly in the right direction. Then, at about 7:30, the Astoria got her lines aboard and the Electro, upon request, also sent a hawser and got in line for the three-fold endeavor, and all setting hard on the cables, they soon had the Oceano where she ought to be, in deep water. And as she slipped steadily, slowly, but surely, into her proper element, a great shout went up from all the vessels engaged, and this, added to the uproar and turmoil of flashing lights, clanking chains, straining hawsers and grinding cables, the blowing of whistles, the commands of anxious officers and responses of eager men, made up a scene that fixes itself indelibly in the mind of every man who had the good fortune to be present at the auspicious moment. Captain Davies was jubilant and made no effort to disguise his pride and pleasure in the success of the aiding steamers, but cordially and gratefully received and acknowledged the congratulations poured upon him.

The steamers Miller and Eclipse stood by to render aid in the stream, but fortunately nothing happened to engage their services, and the Oceano was backed down the channel and came to anchor for the night.

This morning she will move to the quarantine station, where she will undergo thorough fumigation and disinfection, and will then put to sea for the purpose of discharging the remainder of her Shanghai water ballast, disinfecting her tanks and re-filling them with sea water. She will return in tomorrow, and probably clear for Portland on Tuesday.

She will hardly escape the imposition of a fine at the custom-house here, on the score of her bills of health, which are in, identically, the same form as the Imaum's, who suffered a penalty of \$5000 for the irregularity of her health clearances from the same port of departure as the Oceano.

There is one element in all the Oceano has undergone since Thursday morning for which her owners may be devoutly thankful, and that is the splendid weather that has prevailed during the whole time she was in "Coventry" over in the north channel. Had any violent changes transpired this would not have been the last record to have been made on the incident and her safety would have been far less easily secured.

During all the disadvantages under which the ship and her officers have labored during the past three days, the courtesy and consideration shown by Dr. Baylis H. Earle, the federal quarantine officer at this port, has been uniform and spontaneous, and has contributed, in no small measure to the final and appreciable outcome.

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He may well think, he has got off cheap, who, after having contracted constipation or indigestion, is still able to perfectly restore his health. Nothing will do this but Dr. King's New Life Pills. A quick, pleasant, and certain cure for headache, constipation, etc. 25c at Chas. Rogers' drug store; guaranteed.

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